THE

North-China Herald.

OFFICIAL NOTIFICATION.—It is hereby notified that until further orders, the *North-China Herald* is to be considered the Official Organ of all Notifications proceeding from Her Majesty's Legation and Superintendency of Trade in China.

H. M.'s Legation, Shanghai, 22nd June, 1860.

E. ST. JOHN NEALE,
Secretary of Legation.

VOL. XVIII., No. 869. SHANGHAI, SATURDAY, MARCH 23RD, 1867. PRICE, TAELS 15 PER ANNUM.

NOTICES OF FIRMS.

NOTICE.

THE Interest and Responsibility of Mr. PETER HANSON in our Firm ceased on 31st December 1866.

ALFRED WILKINSON & Co.
8jn 2442 Shanghai, 8th March, 1867.

NOTICE.—MR. WARREN DELANO JUNR., and Mr. HENRY J. GREW, have retired from our firm, in Hong-kong and China, their interest and responsibility ceasing this day.

RUSSELL & Co.
30jn 1786 China, Jan. 1, 1867.

NOTICE.—MR. EDWARD CUNNINGHAM, has re-entered our firm to which also MR. WILLIAM H. FOSTER, JUNR. is admitted partner, their interest and responsibility commencing this day.

RUSSELL & Co.
30jn 1786 China, Jan. 1, 1867.

NOTICE.—MR. ALEXANDER HUTCHISON YULE'S authority to sign our Firm, per procuration, ceases from this date.

ROSS, BARBER & Co.
tf 1984 Yokohama, 31st Dec., 1866.

NOTICE.—The Partnership hitherto existing between JAMES SAMUEL BARBER, JOHN BAILEY ROSS and JAMES CAMPBELL FRASER, and conducted under the style and title of ROSS, BARBER & Co., is this day dissolved through lapse of time, so far as MR. JAMES CAMPBELL FRASER is concerned, whose interest and responsibility in the Firm ceases from this day.

ROSS, BARBER & Co.
tf 1985 Yokohama, 31st Dec., 1866.

NOTICE.—MR. JAMES CAMPBELL FRASER is duly authorised to conduct our business and to sign our Firm, per procuration.

ROSS, BARBER & Co.
tf 1986 Yokohama, 31st Dec., 1866.

NOTICE.—MR. EDWARD WILLIAM RICE has this day been admitted a Partner in my business, which will hereafter be conducted under the Firm of JOHN THORNE & Co.

JOHN THORNE.
30ms 1909 Shanghai, 1st Jan., 1867.

NOTICE.—The interest and responsibility of MR JOHN GEORGE DUNN in our firm ceased on the 31st Ultimo.

REID & Co.
tf 1912 Shanghai, 2nd Jan., 1867.

NOTICE.—The interest and responsibility of MR. W. S. VAN REESEMA in our firm ceased on the 31st ulto., and MR. THEODOR PROOST has this day been admitted a Partner.

MR. O. C. BEHN and MR. J. F. CORDES are authorized to sign our firm per procuration.

W. PUSTAU & Co.
30ms 1913 China, 1st January, 1867.

NOTICE.—The interest and responsibility of MR. WILLIAM HARGREAVES and of MR. JULIUS WM. HY. ESCHERICH in our firm at Hongkong and in China ceased this day.

SMITH, KENNEDY & Co.
Hongkong and China, 31st Dec., 1866.
30ms 1914

NOTICE.—The business of Messrs. JOHN FORSTER & Co., Public Tea Inspectors and Commission Agents at this Port, has been transferred to the undersigned, who will continue the same in his own name from and after 1st May next.

EDWARD W. LOVELL.
tf 706 Kiukiang, April 21st, 1866.

NOTICE.—The Undersigned begs to announce that he has established himself at this port as *Tea Taster and Inspector*, and all orders confided to his care will receive his best attention.

J. OSBORNE.
tf 516 Shanghai, Sept. 8th, 1864

INSURANCES.

IMPERIAL FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents for the above named Company, at this Port are prepared to grant Policies against Fire to the extent of £10,000 on Buildings or Goods stored thereon.

GIBB, LIVINGSTON & Co.
tf Shanghai, 16th September, 1866.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

Incorporated by Royal Charter and Act of Parliament.

ESTABLISHED 1809.

CAPITAL £2,000,000.

THE Undersigned have been appointed Agents at this Port, Kiukiang, and Hankow for the above Company, and are prepared to accept risks against Fire at each place, on the customary conditions.

For further particulars apply to

GILMAN & Co.
tf 417 Shanghai, 23rd April, 1864.

INSURANCES.

China Fire Insurance Company.

Subscribed Capital Tls. 2,000,000

In 400 Shares, of Taels 5,000 each - Paid up Capital Taels 200,000.

DIRECTORS.

GEORGE TYSON, Esq., (Messrs. Russell & Co.) *Chairman.*
F. H. BELL, Esq., (Messrs. W. R. Adamson & Co.)
E. IVESON, Esq., (Messrs. Bower, Hanbury & Co.)
W. PROBST, Esq. (Messrs. Wm. Pustau & Co.)
A. A. HAYES Esq., (Messrs. Olyphant & Co.)
J. P. TATE, Esq., (Messrs. Blain, Tate & Co.)

AGENCIES are established at the several Ports in China and Japan.

F. E. GWYN,—*Secretary.*
tf 320 Shanghai, 28th Nov., 1865.

ROYAL INSURANCE COMPANY OF LIVERPOOL.

CAPITAL—TWO MILLIONS STERLING. INCOME—SIX HUNDRED THOUSAND POUNDS PER ANNUM.

TRUSTEES:

JOHN SHAW LEIGH, Esq. | JOHN NAYLOR, Esq.
CHARLES TURNER, Esq., *Chairman.*
RALPH BROCKLEBANK, Esq., *Deputy Chairman.*

THE Company is now prepared to grant Policies to the extent of £15,000 on any one Building of European construction or its contents, and to accept Chinese risks to the extent of £8,000 in any locality within the Settlement.

Premiums are payable in approved drafts at 30 days sight (favor of PERCY M. DO , Esq.)

BOWER, HANBURY & Co.,
Agents for Shanghai.
tf 295 Shanghai, 21st Nov., 1863.

THE LONDON AND ORIENTAL STEAM TRANSIT INSURANCE OFFICE.

137, LEADENHALL STREET, LONDON.
JAMES HARTLEY & Co., *Managers.*
ESTABLISHED 1843.

THE Undersigned having been appointed Agents at Nagasaki for the above office are prepared to accept risks by first class steamers.

GLOVER & Co.
8jy-67 465 Nagasaki, 1st July, 1864.

AUSTRALASIAN FIRE, LIFE, AND MARINE INSURANCE COMPANY.

(Liability Limited.)

MARINE DEPARTMENT.

THE Undersigned having been appointed Agents in Shanghai for this Company, are now prepared to issue Policies on Marine Risks only, on the usual terms.

Losses can be made payable in Shanghai Hongkong, Calcutta, Melbourne, or London.

AUGUSTINE HEARD & Co.
tf 308 Shanghai, 4th December, 1863.

NETHERLANDS INDIAN MARINE AND FIRE INSURANCE COMPANY OF BATAVIA.

THE Undersigned having been appointed Agents for the Company in China, are prepared to grant Insurance on ORDINARY MARINE RISKS to Europe, United States, India, the Straits, Java, or the Colonies, at the Rates of Premium current with the Local Offices. *Policies payable in* London, Hongkong, Singapore, Penang, and Batavia.

TURNER & Co.
tf Shanghai, 13th February, 1867.

NORTHERN ASSURANCE COMPANY.

THE Undersigned have been authorised to GRANT POLICIES against Fire on buildings owned by Europeans and in the occupation of Chinese, provided such buildings are of first class construction and situated in the Foreign Settlement.

TURNER & Co.
tf Shanghai, 9th April, 1862.

THE NORTHERN ASSURANCE COMPANY.

CAPITAL £1,259,760 STG.

THE Undersigned, Agents for the above Company, are prepared to grant Insurances against Fire to the extent of £10,000 Stg. on any one Building, or on its contents.

For Terms, &c., apply to

TURNER & Co.
tf Shanghai, 3rd February, 1862.

PHŒNIX FIRE INSURANCE COMPANY.

THE Undersigned are now prepared to grant Policies in this Office on the usual terms and conditions to the extent of Shanghai Taels 15,000 on the *contents of any one building* situated on the British Concession at Tzechuhsin, Tientsin.

SMITH, KENNEDY & Co.
tf Shanghai, 25th August, 1862.

PHŒNIX FIRE INSURANCE COMPANY.

THE Undersigned are prepared to grant Policies in this Office on the usual terms and conditions to the extent of £10,000, on any one Building with its contents, or to the extent of £40,000 on three or more separate buildings in the same occupancy.

SMITH, KENNEDY & Co.
tf Shanghai, 25th February, 1859.

INSURANCES.

THE LANCASHIRE INSURANCE COMPANY.

THE undersigned are prepared to grant POLICIES OF INSURANCE on any one Building with its contents to the extent of £5,000.

W. R. ADAMSON & Co.
tf 619 Shanghai, 10th July, 1865.

"HAMBURG—BREMEN FIRE INSURANCE COMPANY."

THE Undersigned having been appointed Agents in China for the above named Company are prepared to grant Policies against Fire at Shanghai to the extent of £10,000,—on one risk, as under:

1,—On Buildings or on their contents.
2,—On Ships, lying in port, or on their contents.

For further particulars apply to

WM. PUSTAU & Co.,
Agents in Shanghai.
tf Shangha 1st December, 1858.

LONDON AND LANCASHIRE FIRE AND LIFE INSURANCE COMPANIES.

THE Undersigned having been appointed Agents for the above named Company at Shanghai and Hankow, are prepared to grant policies against fire on the usual terms on any one building or its contents, as also on blocks of Chinese buildings.

For terms apply to

TRAUTMANN & Co.
tf 442 Shanghai, 2nd June, 1864.

MISCELLANEOUS.

OAKEY'S NON-MERCURIAL SILVER-SMITH'S SOAP.

Surpasses all other articles for Cleaning and Polishing Silver, Electro Plate, &c. - Tablets 6d. each.

Trade Mark.

JOHN OAKEY & SONS,
MANUFACTURERS OF
THE WELLINGTON POLISH INDIA RUBBER KNIFE BOARDS, EMERY, BLACK LEAD, CABINET GLASS PAPER, EMERY & GLASS CLOTH, &c.,
Scotch, French, London, Russian & other Glues.
Wellington Mills, Blackfriars Road, LONDON, S.
23au 2315 Shanghai, 23rd Feb., 1867.

SOLID MAHOGANY FURNITURE FOR INDIA, CHINA, AND THE COLONIES.

HEAL & SON

are Manufacturing, ESPECIALLY FOR USE IN EXTREME CLIMATES, Bed-Room Furniture, which is entirely free from Veneer.

IRON AND BRASS BEDSTEADS

suitable for all parts of the World. Their stocks consists of 2,500 Bedsteads.

HEAL & SON'S PATENT HORSEHAIR MATTRESS.

The Patent is for preventing the material from felting into a mass, and is especially suited for warm climates.

ILLUSTRATED CATALOGUE FOR INDIA, CHINA, AND THE COLONIES,

of Bedsteads, Bedding, and Bed-Room Furniture, sent Free to every part of the World to which there is Book Post.

HEAL & SON,
BEDSTEAD, BEDDING, AND BED-ROOM FURNITURE MANUFACTURERS,
190.197 & 198, Tottenham Court Road, London, W.

*** Remittances and orders must be made payable in London.
31oc-67 1292

JOHN MOIR & SON,
ABERDEEN,

Beg to inform their customers, that, in addition to their

PRESERVED PROVISIONS

they are now prepared to supply, of their own Manufacture,

Pickles, Sauces, Tart Fruits, and every description of Oilmen's Stores.

22ju-67 1772 December 22nd, 1866.

TUPPER & CO.,
Manufacturers of
GALVANIZED CORRUGATED IRON, IRON ROOFING, SHEDS, BUILDINGS, CHURCHES, SCHOOLS, &c., &c.
61 A, MOORGATE STREET, *London*, E.C.
21de 67 1774 Shanghai, 22nd Dec. 1866.

MISCELLANEOUS.

NEW "VICTORIA" DYES.
No. 2.
JUDSON'S
VICTORIA VIOLET,
AND
VICTORIA ROSE.
MAGENTA.
Trade Mark:
"A PEACOCK."
Packed in
1 lb. Tins at 16s. per lb.
2 oz. Bottles 1s. 6d. per oz.
2 oz. „ 1s. 6d. „

THESE Dyes are in FINE POWDER—dissolve thoroughly in warm water in the space of one minute—dye instantaneously with any other admixture; suitable for Cotton, Wool or Silk, Feathers, Fibres, Ivory, Hair, &c., &c.

The brilliancy of these dyes is unsurpassed, while their solubility is guaranteed, and they are warranted not to *spot*.

DANIEL JUDSON & SON,
LONDON.
Order JUDSON'S Victoria Dyes through any Merchant in England.
21de-67 1773 Shanghai, 29th Dec., 1866.

PICKLES, SAUCES, JAMS, &C.,
(FREE FROM ADULTERAITON),
MANUFACTURED BY
CROSSE & BLACKWELL,
Purveyors to the Queen,
SOHO SQUARE, LONDON.

CROSSE AND BLACKWELL'S

Renowned first-class Manufactures are obtainable from every respectable Provision Dealer in the World.

Purchasers should see they are supplied with C. & B.'s genuine goods, and that inferior articles are not substituted for them.

To insure thorough wholesomeness, their Pickles are all prepared in Pure Malt Vinegar boiled in Oak Vats, by means of PLATINUM STEAM COILS; and are precisely similar in quality to those supplied by them for use at

HER MAJESTY'S TABLE.

C. & B. are AGENTS for LEA & PERRINS' CELEBRATED WORCESTERSHIRE SAUCE, and are Manufacturers of every description of Oilmen's Stores of the highest quality.

705 21ap April 21st, 1866.

DINNEFORD'S FLUID MAGNESIA.

FOR Thirty Years the Medical Profession have approved of this pure solution as the best remedy for

Acidity of the Stomach, Headache, Heartburn, Gout, and Indigestion,

And as a mild Aperient for delicate constitutions, especially adapted for ladies and children. When combined with their

Acidulated Lemon Syrup

It forms a most agreeable effervescing draught, which is both a gentle aperient and grateful febrifuge.

In hot seasons and hot climates the *regular* use of this simple remedy has been found highly beneficial.

IT IS PREPARED BY

DINNEFORD & Co.,
Chemists, &c.
172, NEW BOND STREET, LONDON.
Sold by all respectable Chemists throughout the World.

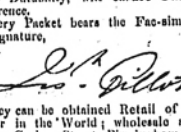
CAUTION.—See that "DINNEFORD & Co." is on each bottle and red label over the cork.

21de-67 1771 December 22nd, 1866.

By Royal Command

STEEL PEN MAKER TO THE QUEEN.

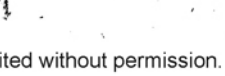
JOSEPH GILLOTT.



VICTORIA WORKS, BIRMINGHAM.

RESPECTFULLY directs the attention of the Commercial Public, and of all who use STEEL PENS, to the incomparable Excellence of his Productions, which, for Quality of Material, Easy Action, and Great Durability, will Insure Universal Preference.

Every Packet bears the Fac-simile of his Signature,



They can be obtained Retail of every Dealer in the World; wholesale at the Works, Graham Street, Birmingham; and at the Branch Establishments, 91, John Street, New York; and 37, Gracechurch Street, London. [23no 1511—67

MISCELLANEOUS.

BENSON, J. W., by SPECIAL APPOINTMENT to H. R. H. the PRINCE OF WALES.

BENSON, J. W., by SPECIAL APPOINTMENT to H. H. the MAHARAJAH OF BURDWAN.

BENSON'S STEAM FACTORY for CLOCKS and WATCHES, 58 and 60, Ludgate Hill.

BENSON, J. W., 99, Westbourne-grove, and 25, Old Bond Street.

BENSON, J. W., MAKER of the GOLD CASKET presented by the City of London to H. R. H. the PRINCE OF WALES.

BENSON, J. W., MAKER of the CASKET presented by the City of London to H. R. H. PRINCE ALFRED.

BENSON, J. W., PRIZE MEDAL, LONDON, Class 33.

BENSON, J. W., PRIZE MEDAL, DUBLIN, Class 10.

BENSON, J. W., MAKER of the CHRONOGRAPH by which the DERBY is TIMED.

BENSON, J. W., MAKER of the GREAT CLOCK of the EXHIBITION, 1862.

BENSON'S Watch Pamphlet, *illustrated*, on every construction of Watch, with their prices.

BENSON'S WATCHES are sent to all parts of the World safe by post.

BENSON'S WATCHES,—Gold and Silver, at 200 to 2 Guineas, in all sizes, from half to 3 inches diameter.

BENSON'S WATCHES, CHRONOGRAPH, KEYLESS, REPEATERS.

BENSON'S WATCHES, CHRONOMETER, DUPLEX, LEVER.

BENSON'S WATCHES, HORIZONTAL, CENTRE SECONDS, &c.

BENSON'S INDIAN WATCH, compensated for all Climates. Silver, 25 Guineas: Gold, 40 Guineas.

BENSON'S "EXACT" WATCH, for Extreme Temperatures. Silver, 25 Guineas: Gold, 40 Guineas.

BENSON'S CLOCKS for the DRAWING, DINING, and BED-ROOMS, from 2 to 2,000 Guineas.

BENSON'S CLOCKS for the HALL, LIBRARY, and CARRIAGE.

BENSON'S CLOCKS for CHURCHES TURRETS, and STABLES. Estimates sent.

CANDELABRA in ORMOLU and BRONZE.

CANDELABRA in SILVER and ELECTRO-PLATE.

BRONZES d'Art by ROSA & ISIDORE BONHEUR, PRADIER, MENE, BARYE, &c.

JEWELLERY, DIAMOND, of ORIGINAL DESIGNS.

JEWELLERY for BRIDAL and other PRESENTS.

JEWELLERY, designed by ITALIAN and FRENCH ARTISTS.

SILVER PLATE, designed expressely for PRESENTATION.

SILVER PLATE for RACING, FIELD, or AQUATIC SPORTS.

SILVER PLATE for the SIDEBOARD, DINNER, and TEA TABLES.

SILVER PLATE for INDIA.

BENSON'S PLATE PAMPHLET, *illustrated*, contains 300 Engravings.

58 & 60, LUDGATE-HILL, 25, OLD BOND-STREET and 99, WESTBOURNE-GROVE.
6ap-1867 1026 October 6th, 1866.

TELEGRAMS TO EUROPE PER INDO-EUROPEAN, MALTA AND ALEXANDRIA AND MALTA AND TRIESTE LINES.

THE Undersigned beg to tender their services for receipt or transmission of Telegrams by the above lines.

J. GIBSON THOMSON & Co.,
Agents for Reuter's Telegram Company, (Limited.)
Point de Galle, Ceylon, Sept 21st, 1865.
tf 650

BRIGHT CHARCOAL IRON WIRE,
"STAR-BRAND,"
TO BE HAD ONLY OF
HEINTZMANN & ROCHUSSEN,
23 ARCHURCH LANE,
LONDON.
17no-67 1448 Shanghai, 16th Nov. 1866.

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ADVERTISEMENT.

NOTICE.—By the decease of Mr. Woodthorpe Charles Clarke, the Firm of Hooper & Clarke is this day dissolved, the undersigned sole surviving Partner will liquidate the same and continue the business (in conjunction with Mr. Charles Frederick Hooper, who is this day admitted a Partner), under the name and style of Hooper Brothers.

H. J. HOOPER.

22ap 2576 Yokohama, March 6th, 1867.

Miscellaneous Intelligence.

NOTICE.—Holy Mass is held in the Roman Catholic Chapel near the French Consulate, every Sunday at 8 and 9 o'clock in the morning and Benediction at 4 o'clock in the evening.

NOTICE.—Trinity Church.—Divine Service is celebrated every Sunday at 11 A.M. and 5 P.M. Holy Communion is administered on the first Sunday of every month.

Persons not holding Pews are at liberty to occupy any seats they may find vacant when the reading of "The Psalms" is finished.

NOTICE.—Seamen's Church, Shanghai.—Divine Service is held in the above Church every Sunday by the Rev. Moritz Kauffman, the Chaplain, at half-past 10 o'clock in the Morning, and 4 o'clock in the Afternoon.

NOTICE.—Divine Service is held every Sunday Morning and Evening at 11.30 and 7.30 o'clock in the American Episcopal Chapel, Hong-qua. Seats are entirely free.

NOTICE.—Divine Service is held at the Union Chapel (Shantung Road) every Sunday Morning at 11 o'clock, and in the Evening at 6 o'clock, also on Thursday Evening at 6 o'clock.

LATEST DATES.

England.. (tel.)..Feb.	16	Hankow,.....Mar.	29
Hongkong,.....Mar.	17	Nagasaki,..... ,,	14
Tientsin,..... ,,	9	Yokohama,..... ,,	17

Latest dates in England, from China,—

Hongkong,..... Dec.	11	Received via Marseilles	
Shanghai,..... Nov.	24	Jan. 11th.	

OPIUM QUOTATIONS.

For the week ending 22nd March, 1867.

Malwa.	Patna.	Benares.
Mar.—Rs.—Tls.	Rs.—Tls.	Tls.
16,—555 a 556,.....	.....Old—469 a 465	
18,—600 a 605,.....	.....	485 a 490
19,—600 a 605,.....	.....	485 a 490
20,—600 nom	515 a 520,...	488 a 495
21,—600 nom	515 a 520,...	488 a 495
22,—600 nom	515 a 520,...	488 a 495

METEOROLOGICAL TABLE.

Date.	Time of High or Low Water.	Rise or Fall.	Wind.	Force.	I.	Bar.	Ther.
	A. m.	ft. in.				" "	°
Mar.16 N.W.	0.05	12.04	South	2	c	30.05	47
,, 16 L.W.	5.12	12.01	E. by S.	2	b	30.03	56
,, 17 N.W.	10.18	11.03	N.E.byN	4	b	30.24	52
,, 17 L.W.	6.10	13.09	N.E.	3	b	30.21	51
,, 18 L.W.	7.22	12.01	S.S.E.	3	b	30.17	51
,, 18 N.W.	11.27	12.04	S. by E.	3	b	30.15	59
,, 19 L.W.	8.13	11.09	S.W by S	2	m	29.97	50
,, 19 N.W.	0.24	11.07	N.N.W.	4	c	29.97	63
,, 20 L.W.	9.02	11.10	S.W by S	2	b	30.11	60
,, 20 N.W.	1.56	11.03	S. by W.	3	b	30.08	64
,, 21 L.W.	9.38	11.07	South	3	b	29.98	68
,, 21 N.W.	1.59	11.00	,,	3	r	29.91	72
,, 22 L.W.	10.04	11.09	,,	3	r	29.72	78
,, 22 N.W.	2.03	11.06	S.W by S	3	r	29.69	77

Explanation.

F. Force (1 to 12). I. Initials; b. blue sky; c. clouds f. fog; h. hail; l. lightning; m. misty (hazy); o. over cast (dull); r. rain; s. snow; t.-thunder; z. calm.

BIRTH.

At Shanghai, on the 19th instant, Mrs. R. J. Fearon of a son.

MARRIAGE.

At Trinity Church, Shanghai, by the Revd. Charles H. Butcher, John, eldest son of the late Mr William Ford, of Huddersfield, Yorkshire, to Mary youngest daughter of Mr. William Nunns of Manchester. No cards.

DEATH.

On the 6th instant, at Yokohama, Woodthorpe Charles Clarke, aged 33.

PASSENGERS.

Arrived.—Per "Tun-sin" from Nagasaki, Messrs. Melcalfe and Robertson. Per str. "Erl King," from Hongkong, Messrs. Hagemeyer and Baker. Per str. "Malacca," from Hongkong, Messrs. C. S. Morals, W. T. Russell, G. Silbey, Pfingsten, Lohmann, and 28 Chinese. Per str. "Sawo-Nada," from Yokohama, Le Comte D'Oscry, Mr. and Mrs. Freeman, Messrs. Dane, Hope, Verny, Dell'ore, Jeangeon, Salato, Conil, Triest-Monica, Voorman, 1 European, 3 Chinese, and 11 French seamen.

Departed.—Per "Shaftesbury" for Newchwang, Mr. Henry E. Bush. Per "Singapore" for Yokohama, Messrs. Taylor, Mitchell, Hooper, Miller and servant. Per str, "Aden," for Hongkong, Messrs. Lobert, Coullet, Westecott, and Nye.

One of the P. & O. Co.'s Steamers with Mails, &c., for Europe, is appointed to leave on Tuesday, the 26th instant.

The London Mail of the 11th Feb., due in Hongkong on the 24th March, and here on the 26th.—It arrived last year on the 6th April, per *Singapore*.

The French Mail of Feb. 19th, due in Hongkong on the 29th Mar., and here on the 4th of Apr. It arrived last year on the 8th of Apr., per M. I. "*Labourdonnais*."

The North-China Herald.

IMPARTIAL, NOT NEUTRAL.

SHANGHAI, SATURDAY, MARCH 23, 1867.

Sir Macdonald Stephenson spoke so hopefully, in his essay on the prospects of railways in China, that he impressed his readers with hope, despite their own experience of the slow-moving nation with whom we have to deal. He instanced the insuperable difficulties which it was prophesied he would encounter in India, the "native discouragement and passive obstructiveness" he had met with from the Directors of the East India Company, and compared these with the difficulties predicted in China; the assurances of failure "through floods, white ants, indisposition of the people to change their habits," and other causes, and contrasted these gloomy prophecies with *the rapid extension and complete success* Indian railways have enjoyed. In China, as elsewhere, he continued, "it will be found that prospective difficulties diminish, as they are approached and more accurately gunged; that obstacles assumed at first to be insurmountable, soon yield to the irresistible influence of well directed perseverance, and that an undertaking which can produce only beneficial results on the whole country, needs only to be pursued in the right way, to secure its certain and early success." And closer consideration did seem to reduce the mass of opposition apprehended, to the exclusive objection of the native authorities, which time and argument might overcome. That the boating population would be violently agitated at the prospect of an innovation which threatened to supersede their traffic, was to be expected, but it was thought this obstacle would be encountered and overcome, as a similar difficulty in the case of steam machinery had been, in Europe. But it was hoped that the mass of the people would view the introduction of steam carriage with apathy. We now find, however, the governing powers admitting the excellence of the principle, but pointing to the people as a reason for deferring its application. The result of Sir Rutherford Alcock's late attempt to convince Prince Kung of the advantages that must ensue from the introduction of railways into China, was an admission, by the latter, that the advantage was already so fully proved as to require no further illustration. The construction of an experimental line, even, was equally unnecessary for the same reason. A short railway could be of no advantage in opening up the resources of the country, while a long one would throw out of work the several millions of men who find their employment in the water carriage of produce; would contravene the established customs of the people, and produce all the other hundred and one evils which Mandarin imagination conjures up at the prospect of change. The language of the memorials from the Tsungli-yamên advocating the instruction of Chinese youth in foreign science, was liberal and bold; the language of Prince Kung's reply to Sir Rutherford Alcock, is tremblingly apprehensive. There is, no doubt, much force in his remarks, and, as in the case of Sir Rutherford's dispatch on the subject of river steamers, there is more in the argument with which he himself supports the Prince's view. It is easy to understand the apprehension with which a regency views a change so gigantic as the introduction of steam would effect, in a country already discontented and disturbed; and the anxiety of its members that, not in their time, should the deluge arise. A leap in the dark is always an unpleasant prospect, and excites dread in the firmest mind. But it behoves us, who have taken that leap and ascertained how firm is the ground on which we alight, to encourage the Chinese who are still in doubt, rather than argue in support of their backwardness. The English Government has no desire, nor would it have any right, to force railways on China at the bayonet's point. But it is its right, its duty and its interest, to continually urge and advise their adoption, in the interests of commerce and progress. Prince Kung's objections to experimental railways are easily met, by urging that the object is not to prove their advantage to His Enlightened Excellency, who admits it, but to persuade the people to whom he points as an excuse for withholding his sanction. It should be explained to him that the dread of simultaneous opposition from several millions of boatmen, is an immense exaggeration; and that the construction of an experimental railway, to be gradually lengthened as opportunity offers, is the best means of averting and soothing that opposition. Prince Kung would seem to be under the impression that Sir Macdonald Stephenson's vast scheme is urged on him for immediate adoption, in its entirety. Let it be explained to him how gradually this scheme is proposed to be wrought out.

At the close of the second year of its existence, the Mixed Court publishes the usual statistics of its proceedings. A glance at the figures sufficiently proves the urgent need which existed for the establishment of such a tribunal, and suggests wonder as to what became of our criminals in the olden days. Sending people into the city was a very common phrase; but an unpleasant impression prevailed that they never reached the inside. By some ingenious process they always escaped their guards at the gate, and the thief who, we were assured, had been consigned to the tender mercies of the Che-hsien, was seen, next day, walking unconcernedly through the settlement. Knowing the difficulty the native police experienced in detaining their prisoners in custody, very few persons took the trouble to hand over culprits to their care; and we doubt whether the records of the Consulate show that a quarter of the 2,563 prisoners who were dealt with by the Mixed Court in 1866, were sent into the city in 1864. Of this number, 1638 were convicted, and sentenced to the different punishments which its present limited power enables the Court to inflict; 677 of them being imprisoned on hard labour—in, we presume, the chain gang; 371 flogged, 368 fined, 60 cangued, 12 deported, and 150 warned and dismissed. Besides the 1,638 thus summarily dealt with, 179 convicted of graver offences were sent in to be dealt with by the Che-hsien, while 746 were acquitted. Naturally, robbery of various grades is the offence of which the largo majority of culprits were accused; but "municipal offences," whatever those may be, seem also to be a favourite source of amusement, as 509 persons were accused of the proclivity. Nearly every class of crime, however, from murder to receiving stolen property, is represented; and the offences, judging from the variety of punishments inflicted, have been of every degree of heinousness. The most unsatisfactory column is that which records committals to the Chief Magistrate, as so little reliance is felt in the administration of native justice. The ways of the city are tortuous and objectionable in more than one sense, and well adapted to conceal any secret negociations between the gaoler and his charge. We shall gladly therefore hail the arrival of the Magistrate whom we are promised for our own especial behoof, when all matters connected with Chinese resident in the foreign settlement, will be settled within its limits.

The rapidity with which land was bought up by foreigners, at the time when its acquisition was looked on as a royal road to fortune, resulted naturally in some confusion as to the exact situation and boundaries of lots. Some land appeared to have no owner, in other cases limits were not clearly defined, and, in nearly all, there was a discrepancy between nominal and real areas, which threatened to become an endless source of difficulty. These inconveniences have been, at length, to a great extent remedied, by the aid of the Municipal Plan. This very expensive and hitherto signally useless map has been turned to excellent account by Mr. Alabaster, who, at great labour and pains, has converted it into an illustrated plan of the Land List. Having first divided it into sections, he has carefully marked off on the boundaries of the different lots, the numbers they bear on the register and their area, and thus rendered identification, in the large majority of cases, quick and easy. The Land List for 1866 has been drawn up from this text; and the result is a convenient and lucid record, serving as index to a clear and concise map. Instead of the situation being defined by names of street or descriptions of locality, frequently unknown to any but the most erudite local geographer, it is now described by number of section, while other columns show whether the land is in the English or American Settlement, on the Bubbling Well Road or at Pootung. On reference to the plan, the section is at once discovered, and the lot is found marked off within it. Various other alterations have been effected, for the purpose of simplifying the records, some lots having been amalgamated, and others which their owners disclaimed or could not point out, having been entirely removed from the Register. Lots "surrendered to public use," for example—that is, we presume, converted into roads, only cumbered the book unnecessarily, and others have been transferred to Consulates, to which they more legitimately belong. One lot, we observe, is struck out as having been "lost in Peking road;" the finder will no doubt be rewarded. Another is erased as having been registered for Chinese and, we presume, lost sight of. One gentleman repudiates property as not belonging to him, and another pleads ignorance of its situation. This erasure of lots from the register seems rather a summary proceeding, however much it may tend to simplify the records. But every precaution has no doubt been taken, before resorting to it.

Summary of the Week.

The action instituted by the silkmen for the recovery of the value of the silk handed to Jardine, Matheson & Co. by Che-qua, commenced on Thursday, and is still progressing. In the meantime, the Guild has tabooed that firm and Chapman, King & Co. Letters have been written by the English and French Consuls to the Taotai, resenting the imputation cast on the integrity of foreign merchants as a body, and protesting against the action of the silk Guild in attempting to enforce the "taboo," by terrorism. The Guild is intensely annoyed with Ta-chung for disclosing the notice he had received to discontinue business with the tabooed firms; and has threatened him with dire and condign punishment. Measures will however, no doubt, be taken to protect him.

A good deal of dissatisfaction appears to exist among residents in the French Settlement, who have written a series of letters to the daily papers complaining of the secrecy in which their Council shrouds itself and its doings. Certainly, residents on this side of the Yang-King-Pang would not be content to go on, month after month, in ignorance even whether their Council consisted of the full complement of members, and labouring under an impression which they were unable to dispel or confirm, that a sale of Municipal property was contemplated. However, a petition has been sent in to the Consul-General which will, no doubt, clear up the mystery.

A capital programme for the forthcoming race meeting has been drawn up, comprising twenty-one races—seven on each of three days. On the first, the Chu-kaza Cup, the Griffin's, the Hai-kwan, the Ladies' Purse, and the Pony Welter for ponies; the Stand Plate and the Taotai's Cup for Horses. On the second day, the Public Roup Plate, The Tattoo, The Celestial, and the Yah-otan Cups for Ponies; the Fakee, and Cathay Cups and the Hack Stakes for horses. On the third, the Shanghai Ledger, the Concordia Challenge Cup, a Consolation and a Scramble for ponies, and a Handicap, the Oriental Plate, and the Hongkong Cup for horses. We regret however, that for some unexplained reason, the 9th, 10th, and 11th of May have been fixed on for the meeting; the sun will by that time have become so hot as seriously to inconvenience spectators, riders, and horses.

It has been resolved to make a Botanical Garden, if possible, in the interior of the Race Course. A place of general resort is much wanted here, to supersede the time-honoured, but rather uninteresting bund. The Course itself is already a favourite promenade, but its attractions will be greatly enhanced if the bare and unsightly tract of land which it surrounds, can be brought under cultivation. No more deserving claim for aid could have been made on the Recreation Fund, than for this object; but a general understanding seems to have been come to that that unhappy deposit is hopelessly sunk. Subscriptions, therefore, have again to be relied on; and there is little doubt, we believe, that two hundred persons will be found to readily pay $5 a year, to obtain so pleasant a resort as a Botanical Garden will afford.

The sentence of death passed on Wilson for the murder of McGrath, has been commuted to penal servitude for ten years.

Kiukiang advices announce the approach of rebels within some forty or fifty miles of the port. Several villages too, have been burned down on the North bank of the Yang-tze near Grosvenor Island; and the inhabitants are flying in large numbers.

Hankow letters say the rebels who have been hovering round that port, are retreating on Yunnan, pursued by the Imperialists. The shock of an earthquake has been felt.

Writing on the subject of railways, our Chefoo correspondent believes the Government will more easily be led to consent to a railway in the North of China than in the South; and suggests a line from Pekin to Tai-nan-foo and Chefoo, as an advantageous commencement. An intermediate district rich in coal and iron would thus be opened up. The source of difficulty apprehended in the South —from the turbulent character of the population, would be absent. The Northern people seem well disposed towards foreigners and more tractable. Nothing has been heard from the Corea, nor is anything known as to any intended movements in the spring.

Our Foochow correspondent sends us the table of tea export from Foochow during the past two months, amounting, it will be seen, in the aggregate to 73,378.62 piculs.

Yokohama papers mention a rumour of the assassination of the Tycoon, which, however, seems utterly without foundation. The French Minister has left alone on a visit to Osaka; but this does not affect the simultaneous visit which all the Ministers are expected to make, shortly. Another disagreeable has occured on the Tokaido, a party of English officers having been requested to dismount while passing a house in which a high daimio was staying. Of course they refused to do so; the road was barricaded, and they turned back. At Sir Harry Parkes' instance, the mayor of the village, who of course had nothing to do with the matter, was instructed to apologise to them subsequently. But this is little satisfaction for the insult.

PUBLIC OPINION.

As the doctrine of Divine Right has died away, and the principle that rulers are made for the people arisen in its stead, a power has sprung into existence which bids fair to become, soon, more imperative than that which it has succeeded. Everything now is referred to Public Opinion. Kings bow their heads to it; parliaments defer to it, and individuals walk, talk, dress and dine in accordance with its maxims. It is, however, by no means clear that public opinion is entitled to this blind obedience, superior though it be, as a governing power, to the individual will that preceded it. If we take for instance the opposite decisions which have influenced men's minds on the same question, at different periods of the world's history; if we take the different decisions that have been arrived at on the most important social, religious or political questions that have ever arisen, we shall find it hard to acquiesce in the infallibility of public opinion.

What, for instance, was the original verdict on the truth of Christianity? Its founder was executed, with the almost unanimous voice of the people to whom he preached. Now, it is the avowed creed of a quarter of the human race. What was the first opinion regarding steam and electricity, or rather regarding steam engines and telegraphy? Undoubtedly Lord Derby expressed the idea of nine hundred and ninety nine out of every thousand, when he said he would eat the first steamer that crossed the Atlantic. Yet the universal power of steam is now a patent fact to all; and the electric cable nearly encircles the world. It is difficult to estimate the value of an opinion which seems, in each case, to have died only to live on the death of its former self. The public opinion of India—that, at least, of 120,000,000 of her population—asserts the supremacy of Brahma and the doctrine of caste; while a third of the world's inhabitants implicitly believe in Buddha, and are convinced that the world rests on the back of a tortoise. Certainly, in the two instances we have quoted, public opinion has no claim to have worked out our present social and religious welfare. On the contrary, the result of its edict should have been to extinguish the Christian religion, and to leave us without the aid of steam which has worked the most beneficial change in our social condition. Viewed in this light, one is tempted to ask the value of a power condemned by its own decisions. Who can guarantee that a revulsion will not take place, and that Christianity may not, hereafter, be condemned with the same unanimity that now assorts its truth; or that the unscientific mass will not revert to the astronomical theory of Ptolemy.

The best way to ascertain clearly the value of public opinion, is to enquire how far the grounds of its decision are just and sensible. In many cases, no doubt, they are so, and the voice of the majority is that of wisdom. But instances are not wanting in which the reverse case has been proved, and truths since pulpably demonstrated and universally adopted, have been rejected on the beautifully simple but very absurd ground of impossibility. In short, the verdict of public opinion in each of the instances we have mentioned was the result of ignorance. And a realisation of this fact may frequently guard men against being led away by public opinion until they have given the subject at issue due and patient consideration; while it will nerve those who suffer under its ban to follow unflinchingly the path they have chosen. It must have been this conviction which enabled the Municipal Council to insist on payment of taxes based on excessive assessments; which enabled H. M. Consul to insist on payment of the Registration Fee; which still enables the proprietors of the *Soochow* bridge to exact a fee, after Mr. Webb's explicit declaration that it was intended by the original projectors to throw it open when it had paid the cost of its construction; and which enables the so-called original shareholders in the Fives' Court, to claim rental from the occupants of property acquired specially for purposes of recreation.

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THE PAPER "HUNT CUP."

There seemed to be a general disinclination on the part of men who thought they had "no chance" to enter for the 'Hunt Cup on Saturday; so a small field only was got together. There is always more fun at large meets, because they imply more grief and nothing is more gratifying to a man who has cleared a big creek than to see another jump into the middle. But, apart from this source of amusement half of the men frequently enjoy the run better than a larger number, as they keep well together, consider over the jumps, and superior general performances. So it was on Saturday. What was intended to be the last was indeed unquestionably the best run of the season. No less than five foxes had been found, and evidently carefully selected one of a good stamp; the afternoon was fine, and the scent well laid. The runners got away from the Grand Stand water jump about 4.25 P.M., and trotted at an easy pace round the course to the monument; where they crossed into the country towards the Cemetery. A roaring jump off the road here caused the first check, almost every one splashing more or less, and one hound completely smothering himself with mud. The creeks round the cemetery were made the most of, jumping being nearly perpetual for the first quarter of an hour—so much so that a suspicion began to arise that the foxes had run to earth here, and would eventually be caught somewhere in the neighbourhood. However, the scent eventually led away towards Overweg's bungalow, passing within a quarter of a mile of it and on to the Chinese burial ground, which again afforded a series of capital jumps; thence past the big willow tree to the "big grave," over which the scent had been laid, with a charitable view, we presume, of enabling the runners to see their whereabouts. The result of the inspection was the putting on of a pace that, at the end of a mile, had begun to show a marked effect on several. When first seen by some gentlemen who had walked out from Sikawey, Pryer was leading, followed closely by Gundry, Reid ten or a dozen yards behind them, with Cooper and Wilson the rear. This order was preserved for about a quarter of a mile from home, when Gundry ran past Pryer at a jump and, increasing his lead, came in a winner by fifty yards; Reid in the meantime having taken second place. A large number of people had assembled to see the finish. The members of the Hunt, with several visitors, dined together at the "Hermitage," having taken the precaution to order warm shrub and sent out dry suits of clothes before-hand. The usual toasts to "the winners of the season," "the visitors," &c., were drunk, and the party broke up at about 10 P.M.

PILOTAGE.

Extract at a Meeting of the Consular Body held at the British Consulate, the 15th March 1867.

Le Vicomte Brenier de Montmorand, Baron Louis Gerolt,
Charles A. Winchester, Esq.
H. P. Hansen, Esq.
Charles A. Winchester, Esq.

Mr. Fitzroy and Mr. Gardner, Commissioner of Customs and Harbour master, were present at the meeting.

The complaint of certain Pilots, dated 8th March 1867, having been read, the Harbour master gave in a list of the names of the gentlemen who had composed the different Boards, from which it appeared that out of the boards two gentlemen had served each on four occasions, three gentlemen each on two, and two each on one, so that in no case was the composition of the Boards such as to afford any ground for the accusation of the pilots.

The Harbour master further stated that no choice had been on all occasions by ballot according to rule 1st—

Messrs. Patridge, Roundy & Gray,
" Patridge, Lewes & Gray,
" Patridge, Lewes & Johnson,
" Patridge, Roundy & Whitelaw,
" Lewes, Whitelaw & Law.

Thereafter, Messrs. Patridge, Lewes and Roundy of the Board of Examiners, who were voluntarily in attendance, were called in and invited to offer their remarks on the complaint.

These gentlemen declared that the examination had been conducted in a complete and searching manner, and that no case had been issued where there was any doubt of the capacity of the candidate, or previous to the examination several of the Pilots who had signed the letter of complaint had been urged generally to study the board with information as to the existence of intemperate habits in individuals which ought to disqualify them, but no advantage had been taken of this invitation, and that in respect to one case in which a difference of opinion prevailed as to the habits of a candidate, his application had been supported by 7 or 8 of the complainants.

The meeting was therefore of opinion that there was no ground for complaint against the Harbour master or Members of the Board, and that charges of this indefinite nature, unsupported by particular instances of evidence of any description, could not be considered of any weight or force.

It was the unanimous view of the meeting that it was competent generally to the Harbour Master and Board of Examiners to give effect to the Pilotage Rules by framing such by-laws for the conduct of the examinations, themselves as shall not be inconsistent with the said Rules and may be approved by the Consuls and Taotai.

The five Rules attached to this minute were then agreed to, and it was arranged that they should be translated and forwarded to the Taotai for his approval.

Mr. Fitzroy then applied for an official copy of the complaint of the Pilots, which it was agreed should be given.

(Signed) Vcte. Brnr. de Montmorand.
" Charles A. Winchester.
" H. P. Hansen.
" Willie P. Mangum.
" Leon Checa.
" E. Whittall.

Additional Pilot Rules agreed to 1867.

I.—That the time and place for the examination of Candidates for Pilot Licenses shall with their names benotified in the Daily Newspapers, and that any Consul may, if he deem fit, attend the examination in person or by deputy.

II.—That notes shall be taken of all the questions put to and answers made by each Candidate.

III.—That any candidate may claim to be examined in his own language, in which his answers will be given through a competent interpreter.

IV.—That all complaints with reference to the conduct of examinations shall be conveyed through the Consul to the Commissioner of Customs, who will direct the Harbor Master to furnish a report on the facts of the case.

V.—It shall be allowed to Licensed Pilots to receive apprentices. Candidates, the sons of whose licenses may be delayed by the Board, must serve the interval of probation with a Licensed Pilot such as the Harbour Master shall approve, and they will be required previous to re-examination to produce a Certificate from the Pilot with whom they have been serving.

THE FRENCH COUNCIL.

Shanghai, 19 March, 1867.

Monsieur L'Editeur.

Comme tous vos lecteurs, j'ai vu dans les colonnes de votre Journal la correspondance échangée à propos d'un fait aussi regrettable que maladroit; je veux dire, la vente du Mobilier Municipal, & viens vous prier, abordant un autre point de vue, de vouloir bien accorder l'hospitalité, dans votre écrit périodique, aux réflexions suivantes, qui me sont suggérées par les faits.

Propriétaire foncier sur la Concession française, je n'ai jamais eu à me plaindre de l'ancien Conseil Municipal qui tut renversé par le Coup d'Etat du 19 Octobre 1865. Il nous fut expliqué dans un meeting tenu ce même jour, que Messrs. Meynard, Baron and Schmidt ayant outrepassé leurs pouvoirs, le Consul Général devait les dissoudre, comme Corps Municipal. En même temps la promesse fut faite aux propriétaires fonciers composant la réunion, que de nouveaux règlements, répondant aux désirs de tous, étaient élaborés en France, et qu'ils auraient sans doute l'approbation générale. Une commission provisoire fut installée pour régir la Concession, en attendant l'arrivée des nouvelles Constitutions qui devaient nous gouverner. Je ne parlerai pas de cette Commission provisoire: c'était une personne honnête qui ne fit rien dire d'elle; elle fut pourtant un mérite et celui d'avoir laissé achever les travaux commencés, et d'avoir fait entretenir les rues.

Enfin les nouvelles Régulations furent promulguées, et il est juste de dire que leur caractère proconsulaire et antilibéral ne fut du goût de personne; pourtant une guarantie était donnée contre les actes arbitraires que l'on reprochait aux anciens délégués, c'était l'adjonction, comme Président, du Consul Général à ce nouveau Conseil Municipal; de plus il conservait, prurogeait ou dissolvait à son gré le dit Conseil. Voyons un peu ce qui s'ensuivit.

Convaincus que ces réglements avaient pour but principalement d'empêcher les anciens désordres, et satisfaits d'être mis en possession d'un droit si cher en France, celui de vote, les électeurs votèrent avec un ordre parfait; et une liste de huit personnes qui leur parurent des plus recommandables, fut acceptée à une belle majorité. Ce crût que tout était fini et que l'âge d'or allait recommencer pour la Concession, mais on était loin du compte, comme les événements suivants le montreront.

Avant d'aller plus loin, je dois dire que tout ce que j'ai avancé précédemment était basé sur choses connues de tous, maintenant je ne puis plus parler que d'après des on dit, ou bien sur les confidences répandues dans le public et qui n'éclairent pas toujours suffisamment l'obscurité qui plane sur cette période de notre vie municipale.

Poursuivons.

Dès l'installation de ce nouveau Conseil des huit; la rumeur se fit que le Président, Monsieur le Consul Général, avait abdiqué ses pouvoirs en faveur d'un autre Président, Monsieur Morel, et que par conséquent ce que nous nous étions complu à considérer comme notre Palladium nous faisait défaut. Bientôt après, deux membres Français démissionnaient leur démission du Conseil Municipal, pour des raisons qu'il n'y a pas lieu de discuter ici, et un autre membre n'ayant jamais accepté, notre Gouvernement Municipal fut réduit à cinq membres. On crut qu'il serait procédé à un nouveau ballottage pour remplacer au moins le membre qui n'avait jamais accepté. Il n'en fut rien. Ici les ténèbres se font. Que se passe-t-il dans ce mystérieux Conseil? nul ne le sait! Les uns disent que le Conseil, composé du seul Président, a délégué ses pouvoirs à un Sécrétaire, d'autres affirment qu'il n'existe même plus. Différentes circonstances, telles que le délabrement dans lequel les rues sons tombées, l'inachèvement des travaux du Bund, pourraient faire croire à cette supposition, si des mesures d'un tout autre ordre ne venaient montrer la vivacité de cette réunion de législateurs à s'occuper de choses d'un intérêt douteux ou impossibles tels que; le curage de Yang King-Pang ou la vente du mobilier Municipal.

En somme, Monsieur l'Editeur, si notre Ancien Conseil ne valait rien, le nouveau ne me paraît pas excellent, mais en tous cas je ne crois pas qu'il soit légal, ni rassurant pour les propriétaires, de voir un Conseil Municipal Français, où il n'y a pas de Français, à ce que l'on assure, et surtout de ne jamais voir ni comptes-rendus de ce que l'on a fait, ni propositions de ce que l'on veut faire, ni non plus de tableaux indiquant et l'emploi des fonds, et la maniere dont les impots sont répartis et encaissés.

Veuillez agréer, Monsieur l'Editeur, l'assurance de ma haute consideration.

Un Proprietaire foncier.

[The following extract from the French Municipal Regulations may serve to calm the apprehension of our correspondent.

"Les conseillers décédés ou démissionnaires sont remplacés en même temps que les conseillers sortants." Ed.]

THE MUNICIPAL ELECTIONS.

Shanghai, 18th March, 1867.

To the Editor of the
North-China Herald.

Sir,—As a landrenter taking considerable interest in the welfare of Shanghai, I regret extremely to notice the tone of the reply by the acting chairman of the Municipal Council, to Mr. Carter's question relative to the qualification of two of the gentlemen elected to serve on the new Council.

It may be true, and I believe it is true, for reasons I shall presently state, that the gentlemen in question are duly qualified; but in view of the fact that irregularities do occur, as for instance in the case of the present acting chairman of the Council, who most certainly was not duly elected, and are daily committed—it would appear extremely desirable that points like that raised by Mr. Carter should be set at rest, when it is possible to thereby avoid a mistake; and every one must agree that a civil question put in the public interest, calls for a more courteous reply than that under consideration.

With reference to the qualifications of Messrs. Maintz and Maccall, the latter is the manager and only representative of a Bank having land registered in its own name, and is therefore undoubtedly a land renter; and the former, as the attorney of a landrenter in England, is I think equally entitled to be considered as such. Attorneys have always been admitted to vote at landrenters' meetings, to pay taxes, to be sued for nonpayment &c; and I cannot see why, if allowed to have a right to perform these Municipal acts, they have not an equal right to act as representatives of the community, if the community wishes them to do so, there being no special provision limiting their powers.

Again, were they not landrenters at all, precedent after precedent might be brought forward of gentlemen (in no sense of the word landrenters at the time,) having taken office, among others Mr. Howard, a late chairman of the Council, and Mr. Tate who served on it for two years; and there being no special provision in the land Regulations that the Council should be elected from the landrenters, custom might take the place of law even although the word remains it seems to mean that the Council should be landrenters.

There is equally little doubt that the present acting chairman has no right to hold that position, there being a special provision that vacancies in the Council should be filled from the nominees at the previous election; but no one, in view of Mr. Johnson's eminent ability as mouthpiece of the Council, has thought it necessary to raise the point.

Yours very faithfully,
Land Renter.

By power of attorney and otherwise.

THE PHILHARMONIC SOCIETY.

To the Editor of the
North China Herald.

Sir,—I shall feel much obliged by your publishing in your columns for the information of all who are interested, the following statement of the pecuniary result of the Concert so kindly given by the Philharmonic Society on the 26th ultimo, in aid of the fund for the relief of distressed foreigners at the General Hospital.

I am Sir,

Your most obedient servant,
F. B. Johnson,
Hony. Treasurer.

		T. m. c.
Dr.		
To cost of advertising		14.55
" " tuning Piano		20.—
" " platform and cover		60.20
" paid band Master		7 35
" " Shanghai Club		25.65
" " Constables		3.65
		131.40
" balance due on Revd. C. H. Butcher's List		315.58
" do. by casual patients		31.50
" cash paid the Trustees of the Bazaar Fund		195.00
	Tls.	677.08
Cr.		
By sale of Tickets 307 at $3 $ 921		
	Tls.	677.08

SIR RUTHERFORD ALCOCK ON RAILWAYS IN CHINA.

Peking, *January 10th*, 1867.

Sir,—I have the honor to acknowledge the receipt of your letter of the 7th December last, and to inform you in reply that your previous communications of November 1865 and April 1866 remained unanswered up to this date, simply because I had nothing to communicate which could be serviceable in the way of information. Having informed the deputation which I received in Hongkong in October 1865, of my willingness to promote, to the best of my ability, the introduction of Railroads into China, and at the same time expressed my conviction that there were serious difficulties to be overcome before any initiatory step could be taken, you must have been prepared for this delay in noticing your letters. I have not failed, indeed, on several occasions since my arrival to represent to the Chinese Government the advantages which would attend the adoption of Railroads and Telegraphs, but only to receive a general assent as to their utility, coupled with doubts as to the time having arrived when any experiment of this nature could be made in China with advantage or safety. In the desire, however, to know more explicitly how far there was any prospect of the Tsung-li Yamen, charged with the transaction of Foreign Affairs at Peking, taking into serious consideration the question in all its bearings, I wrote a despatch in July last to H. E. the Prince of Kung, who is President of the Foreign Office. In this letter I enumerated the several advantages reaped by Western countries from an effective system of Railroads and Telegraphs; the large revenue which might be realised; the improvement of commerce by facilitating the transport of goods and intercourse between the centres of trade; the tendency to prevent famines in provinces far removed from each other, and the especial advantage it would be to help in overcoming existing difficulties in the transport of rice from the Southern Provinces to the Capital. In a political view, I referred to the power given to a Government to bring distant places and authorities within easy reach, and to facilitate not only the transmission of information and orders, but troops, and their rapid concentration on any given point, as an invaluable advantage in so vast an empire, often disturbed by local insurrections.

These were all distinctly pointed out and the means they afforded of increasing the military resources, while diminishing expenditure, and in a large degree adding strength and security to the Central Government.

As to the difficulties which presented themselves, and the innovations which their adoption involve on old habits and national customs, the expropriation of private property in land and houses, the prejudices of the people generally against all Foreign appliances, and the fear that might be entertained of large numbers of boatmen, carriers and others, engaged in the transport of men and goods, throughout the more popular provinces, being thrown out of employment, I represented, as forcibly as I could, what the experience of all other countries had demonstrated. It was suggested that the rapid disappearance of all popular opposition might be anticipated in China as elsewhere from the knowledge spreading among the people, that there were large compensations, in which all classes shared in the increased value of land, extended commerce, improved administration and new demands for labour; and that such had been the invariable results of a well planned system of railroads. Finally as regarded the obstacles presented by a great outlay to be incurred, the various modes in which this difficulty was met in Europe, were explained, and whether the Government saw fit to furnish the capital in the first instance, and receive the revenue, or to sanction its supply by others who would be readily found willing to form Companies and take contracts for making any particular line, it was easy for Government to reserve to itself the right, at any time it might see fit, to make the requisition and obtain exclusive control of a line, by repaying the cost on terms equitably arranged in the beginning; and in illustration I alluded particularly to the proposals already made to this effect by Sir. MacDonald Stephenson.

In this letter I did not press for an official reply, until the return of the Prince might furnish them with new information derived from actual observation on the part of one of their own officers, who would have seen railroads and telegraphs in full operation. Nor did I receive one until the 17th. December. The Prince of Kung in his reply freely admits that the advantages afforded by lines of railway are "neither few nor slight," but observes that in China both the face of the country and the character of the people differ from what these are in Foreign countries. In China the ground not occupied by houses and cemeteries is cultivated, and consequently to construct railways it would be necessary to demolish buildings, dig up graves, or fill in arable land. Moreover the coolies and boatmen employed in the carrying trade number several millions, and were the railway waggon to be substituted for the present system of transport, the common people would be startled by the unprecedented innovation, and trouble would more than probably ensue. It would be seeking a benefit for the state at the expense of provoking the resentment of the people; a result not advisable to bring about. With reference to the suggestion that a short line be made first as an experimept, the Prince observes that the benefits of railroads are fully known without the necessity of an experiment to make them manifest; and that the opening of a single line in one place would not improve the means of communication elsewhere, whereas were lines to be made in all the provinces, granting the possibility of providing the necessary funds, it was much to be feared that as the area opened up, increased difficulties would present themselves.

Having thus given you at length the Prince's answer, I think you will see that there is no immediate prospect of any step being taken by the Chinese Government for the improvement of the means of communication between the provinces and the Capital, either by railroad or telegraph; and although I still think they will be driven to this sooner or later by necessity, and a clearer perception of both, the time does not yet seem to have arrived. My predecessor, Sir Frederick Bruce, left on record his opinion that although the introduction of railroads would strengthen the hands of Government, and otherwise confer great benefits on the country, and for those reasons was much to be desired, he did not consider the British Minister at Pekin could do more than point out the benefits of railways, and support officially any particular scheme as soon as it has been matured and the assent of the local authorities obtained. He further believed that railway schemes would have little chance of success, unless constituted on a cosmopolitan principle, and that the Chinese would not be hurried into these schemes but require them to be fully and minutely described. These views were fully endorsed by H. M.'s Government. They were fully of opinion, as Sir MacDonald Stephenson was informed in his correspondence in March last, with the Foreign Office, that Her Majesty's representative in China should not, in the slightest degree, go beyond Sir Frederick Bruce's recommendations. Under these circumstances, I think it will be apparent to you that nothing further can be done at present to advance the object in view, by H. M.'s Minister here. The real difficulties lie in the way of any prompt action by the Chinese Government, are such that only time and gradual enlightenment leading to progress can be counted upon for any change. It is not only that Chinese Ministers, during the minority of the Emperor, feel that they are exposed to great danger by every innovation they sanction, but in this particular question, they conceive there is additional peril from the possibility of new complications arising by the interference of Foreign Powers, in the event of lines in the interior being undertaken by Foreign Capitalists and Engineers. Collisions with the people or dissensions with the Government, they conceive, might open a wide door to intervention and intermeddling very detrimental to the independence and liberty of action which even a Government naturally and anxiously desires to preserve intact. Neither of these objections appear in the answer of the Prince, but I have strong reasons for concluding that in reality they underlie all others, and are among those most difficult to overcome by any arguments tending to point out the abstract advantages of railroads. These indeed are freely admitted, but as you see, without any influence upon the final decision. And in point of fact there can be no doubt that railroads in the first instance, apart from superstitions and prejudice, would be anything but popular innovations; that houses would have to be demolished, graves desecrated, and land which may have been for centuries the patrimony of particular families, would have to be expropriated, with or without the consent of the owners; inevitable conditions wherever a line might be established. The displacement of capital now invested in means of transport and of of labour would also be great and equally unavoidable, nor is it possible to conceive that, whatever might be the ultimate benefit, severe suffering would not be the first and natural consequence to large numbers. When it is considered that the rights of the owners of land are held sacred in China, and that the compulsory sale of land at the different ports to make room for Foreign traders has ever been a fruitful source of quarrel and smouldering discontent, the Peking Government may well hesitate, at a time when the whole country is in a distressed condition, to interfere with it in any arbitrary manner and thus add another element of internal troubles. Nor should it be overlooked in considering the more material obstacles in the immediate advance in this direction, that according to the system of administration prevailing in China and dating back beyond the foundation of the present dynasty, all questions of provincial interest are dealt with on the spot, and only subject, to approval by the Central Government, to adopt such other course in the matter of railroads, therefore, would be to revolutionize the whole system of government and civil administration. In the face of these objections it can hardly be expected that those who are at present responsible for the Government of China to an exceptional degree, owing to the minority of the sovereign, should be easily moved to adopt an innovation, every tendency of which runs counter to the fundamental conditions of government and national existence. It may well happen that a few of more enlightened statesmen, constituting the most advanced portion of the nation, see clearly enough the advantages that would accrue to the Government first and the nation afterwards, by those great appliances of civilization, derived though they be from Foreign sources; but until they are backed by an Emperor who can exercise the necessary power, and assume the responsibility of his acts, or the mass of the ruling classes shall, at least, have been converted to their views, they may be acting wisely in refusing to be driven hurriedly into changes, the desirability of which cannot be seen by the great bulk of of the people. Until they are in some better degree prepared to accept improvements coming in foreign guise, the present rulers may be perfectly justified in concluding that they are not at liberty to force them on the nation; and it is quite certain that H. M.'s Government does not feel entitled to force their influence under any exigencies. However plausible the arguments may appear to us, if they have not penetrated the minds of Chinese rulers and people, they are without weight. While the anticipated gain which appears to Foreigners so clear, is regarded by the nation either as a doubtful good or a questionable consequence of distasteful and radical changes, there is little to be done. For such a state of things, it must be obvious, time and patience are needed if any good is to result; and without going into the question of the commercial importance or the political value of railroads or telegraphs in this vast empire, exceptionally different from all other countries where these have ever been brought into operation; in their adaptation to the existing conditions; on all of which points various estimates may be formed and very different from those arrived at, it is quite clear no Foreign Governments, like our own which desire the extension of commerce, and the maintenance of friendly relations as most conducive to this main object, will deem it reasonable or justifiable to insist on the introduction of Railroads, even were it less open to question how far foreign trade is likely to any material extent, to be increased by such means. The objection to dictation or a resort to coercion in such matter would be insuperable, and short of this, I should think after any fullnance the Treaty Powers could bring to bear, would confer a perceptible degree to the furtherance of the end in view, though injudicious attempts might materially retard spontaneous action, springing from more enlightened views as to their utility and expediency. Under the circumstances, I have thought it better in reply to the several communications addressed to me by yourself and Sir MacDonald Stephenson, to put you in possession fully and frankly of the reasons for deferring any further effort at the present time to obtain a more favorable hearing for the promotion of railroads. At the same time, I do not see any sufficient grounds for despairing of a different result at some future period. The arguments in favor of a line from the Coal mines at Chaitung, lying some sixty miles west of Pekin, to the ports of Tientsin and Taku, are very strong; so also for a line from Pekin following the course of the grand canal, which has ceased to furnish a navigable channel for the transport of grain to the Capital, while level embankments offer the ground ready prepared for rails without purchase or expropriation. The arguments in favor of such an enterprise are so strong, and the revenue and other collateral advantages which would immediately accrue is so obvious and important, that I cannot help thinking the Chinese will themselves be led to take its feasibility into serious consideration, whenever those at the head of affairs may feel themselves sufficiently strong to disregard a certain amount of popular discontent and hostility in their own class for an adequate object.

Whenever such a time may arrive, I think those who take an active interest in the subject may feel certain that the Representatives of all the Treaty powers at Pekin will lend their

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support to any well matured scheme, which the Chinese Government may shew a disposition to entertain.

I have the honor to be,
Sir,
Your obedient servant,
RUTHERFORD ALCOCK.

CALENDAR OF PROCEEDINGS IN CRIMINAL CASES BEFORE THE MIXED COURT DURING THE YEAR 1867.

Sittings of Court daily, (Sundays excepted.) — Chinese Magistrates: CHEN FOO-HUN, WANG TSZE-YUEN. — Assessors: C. ALABASTER, Esq., Vice-Consul, Dr. JENKINS, Interpreter U. S. A. Consulate, W. G. STRONACH, Esq., Interpreter H. B. M.'s Consulate.

Offence as Charged.	Number of Prisoners brought before Mixed Court: Arrested.	Acquitted.	Convicted by Mixed Court.	Committed to Chief Magistrate.	Sentence of 1,638 Offenders convicted by Mixed Court: Warned.	Flogged.	Cangued.	Fined.	Imprisonment or Hard Labour.	Deported.	Total.
Murder, Cutting and Wounding, Piracy, Gang Robbery, &c.	14	3	8	3	2	2	2	2	:	:	8
Burglary, Robbery	612	162	388	62	14	86	47	10	227	4	388
Rape, Abduction, Seduction, &c.	19	6	2	11	:	:	:	:	2	:	2
Assault, Assault and Robbery, Brolls, False Imprisonment	285	91	179	15	34	29	8	79	37	2	179
Petty Theft	714	215	490	9	16	134	:	2	336	2	490
Municipal Offences	509	108	382	19	68	39	:	223	46	:	382
Extortion, Perjury, Forgery, Swindling, &c.	57	24	20	13	:	5	:	6	9	2	20
Receiving Stolen Property	99	38	56	5	8	17	2	12	23	:	56
Miscellaneous	254	99	113	42	18	16	1	29	47	2	113
TOTAL	2,563	746	1,638	179	150	371	60	368	677	12	1,638

H. B. M. SUPREME COURT.

March 18.

Before Sir E. HORNBY.

Re ROWBOTHAM *v.* WILKINSON & Co.

Mr. LAWRANCE on behalf of the defendants applied for a rehearing of this case.

Mr. ROBINSON on behalf of the plaintiff shewed cause against the rule, and submitted that the 14th section of the order in Council, on which the defendants relied, did not apply to cases tried with a jury. The section expressly referred to cases "heard and determined" by the Assistant Judge. A verdict was the decision of the jury, not of the Judge; and the only course open to the defendants was to move to set aside that verdict and for a new trial, if they could shew sufficient ground for that purpose. If the construction put on the order and rules by his learned friend were correct, two trials would be matter of right in every case tried by the Assistant Judge, which would be most oppressive.

Mr. LAWRANCE considered he was entitled to a re-hearing under the rules of the Court which provide for a re-hearing or new trial. A re-hearing was given as a matter of course by the 14th section of the order in Council, when a case was heard before the Assistant Judge. No mention was made in the section whether the right existed or not when a case was tried by the Assistant Judge with a jury, but the rules clearly referred to a rehearing with a jury though they certainly did not say whether the first hearing must in that case have been before the Assistant or Chief Judge. He (Mr. L.) was aware of the expense and delay which might arise in many cases, if the rules were strictly acted on, but he was at a loss to understand how they could be otherwise interpreted. The word rehearing was clearly distinguishable from new trial, otherwise there appeared to be no object in introducing the former word at all in connection with the word "Jury," as a new trial could always be applied for. If this application was refused he should move for a new trial.

THE COURT ruled that the 14th Section applied simply to cases determined by the Assistant Judge personally, and not to cases in which a jury was engaged. If it could be shown that evidence had been wrongfully admitted or that the law had been wrongly laid down to the jury, an exception might have been taken at the time. But no exception had been so taken. Unless therefore the defendants were in a position to show that the jury had mistaken the measure of damages, there was no ground for disturbing their verdict. An application for a new trial might be made in the usual way, but it must then be shown that the damages given were excessive.

March 19.

Before C. W. GOODWIN, Esq.

MACCALL *v.* CAMPBELL.

Mr. HILL appeared for Mr. Maccall and put in a document, which the Assistant Judge held to exhibit a sufficient *prima facie* case, directing him to take proceedings for the recovery of Tls. 100 and $ Mex. 41.

JAMES GILROY:—I am shipping reporter to the *N. C. Daily News*. About the 20th of February I was at the defendant's place. Hill was there. I heard him ask the defendant to explain about the money he had to send to Maccall. The defendant said he had deposited it with the Mercantile Bank, and that he would give the address to which it was to be sent in Scotland. Campbell gave Hill a piece of paper, and then he told him the date at which he had sent the money and the address of the defendant's son to whom he had sent it. He said he had not sent sent it to Maccall, but to Maccall's son, after having deducted $5.

DONALD CAMPBELL.—I know one John Maccall. He was a ship-builder. I had dealings with him. He never gave me any money to send to Scotland to him. He left Tls. 100 and $36 to be sent to his son Hugh Maccall. I undertook to send it when I got it. I got Tls. 100 and Mex. $36. I undertook to send it to the son. I sent it on the 25th of January. I sent it through the Mercantile Bank. I got a bill in English money, and gave to a person to take home. The person was Donald Benton, who sailed by the *James Shepherd*. My reason for not sending it before was that the Banks were failing, and I did not know on which one I could safely rely. I wrote to Hugh Maccall. I am informed that he is in London. I wrote to him to Glasgow. I got two bills. The man took both with him.

Mr. HILL stated that he could get no definite account of how or when the money had been sent to England from the defendant, and that was why he had brought this action.

Mr. CAMPBELL stated that the defendant came and bullied him about the matter, and that he meant to give him no information.

The ASSISTANT JUDGE.—You take a very wrong view of the case. Mr. Maccall left you money of his to send to England. He did not receive it as he expected, and so wrote to ask about it. You refused to give any information. I do not approve of your conduct. It has not been straightforward. The case is adjourned until Friday for the production of evidence from the Mercantile Bank respecting these bills.

EXPORT OF TEA FROM FOOCHOW, SEASON 1867.

Vessel's Name.	Destination.	Date of Clearance.	Congou.	Souchong.	Oolung.	F. Pekoe.	S. O. Pekoe.	S. Caper.	Mixed.	Total Black.	Total Green.
Isabella Ridley	New York	January 3	751.45	565.21	2,449.93	...	...	...	...	3,766.59	...
John Lidgett	London	" 4	6,026.17	1,244.26	329.18	...	203.06	10.23	...	7,812.90	...
Charlotte	do.	" 10	5,479.29	139.53	0.20	...	20.92	...	...	5,639.94	...
Esperanza	do.	" 10	3,535.71	161.72	...	...	...	...	...	3,697.43	...
Princess	Melbourne	" 15	2,011.61	...	...	...	...	...	...	2,011.61	...
Princess of Wales	do.	" 19	3,146.57	...	...	...	...	...	...	3,146.57	...
Lobra	Boston	" 22	1,050.33	57.22	1,255.77	...	...	...	...	2,363.32	...
Greyhound	Sydney	" 26	1,683.70	...	...	...	...	...	...	1,683.70	413.20
Robin Hood	New York	" 26	637.91	212.19	5,572.49	...	...	...	...	6,422.59	...
Bucton Castle	London	" 26	8,845.38	395.85	2.57	...	57.17	13.16	...	9,314.13	...
Shelbourne	Sydney	" 28	3,412.06	...	...	...	...	...	...	3,412.06	...
Tavistock	London	" 29	4,291.00	516.91	172.18	128.96	132.97	26.98	...	5,269.30	...
Red Riding Hood	do.	February 9	6,851.73	316.35	174.89	48.87	128.46	0.34	...	7,523.64	...
Tynedale	New York	" 16	1,130.45	470.33	2,742.02	...	...	...	...	4,342.80	...
General Havelock	do.	" 23	...	18.24	3,981.24	...	...	...	...	3,999.48	...
Venezuela	Melbourne	March 7	2,553.36	...	...	...	...	...	...	2,553.36	...
Total Picols			51,415.72	4,097.81	16,680.47	177.83	542.88	50.71	...	72,965.42	413.20

HANKOW.

A smart shock of an earthquake occurred at precisely half-past 10 o'clock on Thursday evening, and was distinctly felt by many of the residents. The motion was lateral, but it was difficult to discern the direction whic the wave took. No doubt it came from the eastward, and it is not improbable that our next accounts from Shanghai will tell us of the shock having been experienced there a few minutes before we felt it here.

There has been during the past week a prevailing impression that the Nienfei have been returning on Hankow, and again threatening our peace. They certainly had come nearer to this place than they had been for some time before, some of them being stationed for a short time at Keting, a small place on the Hwangpo, near about 112 le from this. They had, however, no intention of coming to Hankow, nor was their return voluntary. They had made several attemps to escape out of the province, which they had found too hot to hold them, but had been pursued and headed by troops too strong to be attacked with any hopes of success. They are now said to be nearly all gathered in a large body, and making with all possible dispatch for Kwang-tse, a *hien* bordering on the Yan-Hwng province, and the van has already crossed the border. If this intelligence is true, and we have no reason to doubt it, we shall soon be quit of the last of these pests, for this season at least.—*Hankow Times*.

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20jy—67 689 May 19th, 1866.

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15ma 2514 March 16th, 1867.

COPPER-PLATE PRINTING.

CARDS Printed from ENGRAVED COPPER PLATES, at the *North-China Herald* Office.
Shanghai May, 1863.

SHIPPING INTELLIGENCE.

ARRIVALS.

Date.	Ship's Name.	Flag & Rig.	Tons	Captain.	From	Sailed	Cargo.	Consignees.
Mar. 16	8Fire Queen	Am str	1133	Gray	Hankow	Mar. 13	General	Russell and Co
... 16	Thomas Bell	Br sh	838	Guizilier	Fuchau	... 4	Poles	Jardine, Matheson and Co
... 17	Asphodel	Br baq	297	Boyfield	Swatow	... 3	Sugar	Fobes and Co
... 17	White Adder	Br sh	915	Moore	London	Nov. 2	General	W. R. Adamson and Co
... 17	Chinaman	Br sh	668	Downie	London	... 15	do	Holliday, Wise and Co
... 17	Fei-loong	Br str	260	Pritchard	Nagasaki	Mar. —	do	T. Kroes and Co
... 17	Tun-sin	Br str	610	Hutchison	Nagasaki	... 14	do	Glover and Co
... 17	Kiang-loong	Am str	945	West	Hankow	... 15	do	Russell and Co
... 17	Madura	Br baq	314	Mathew	Ningpo	... —	Ballast	Bourjau, Hubener and Co
... 18	Shanse	Am str	561	Prand	Ningpo	... 17	General	Russell and Co
... 18	Fiery Cross	Br sh	689	Kirkup	Fuchau	... 11	Poles	Jardine, Matheson and Co
... 19	Fort Regent	Br sh	655	Hubert	Swansea	Sept. 28	Coals	Jardine, Matheson and Co
... 19	Whilom	Br baq	315	L...eck	Taiwanfoo	Mar. 6	Sugar	Master
... 19	Fusi-Yama	Br str	1200	Hardie	Hankow	... 17	Sundries	Russell and Co
... 20	Simoda	Am sh	650	Crewell	Fuchau	... 11	Poles	Olyphant and Co
... 20	Alerta	Ham bg	209	Bang	Taku	... 5	Sugar	Wm. Pustau and Co.
... 20	Shanse	Am str	561	Frand	Ningpo	... 19	General	Russell and Co
... 20	The Colleen Bawn	Br baq	386	Allen	Sydney	Jan. 15	Coals	Frazar and Co
... 21	Erl King	Br str	1044	Pinel	Hongkong	Mar. 16	Opium, etc.	Augustine Heard and Co
... 21	Malacca	Br str	1237	Tomlim	Hongkong	... 17	Sundries	P. & O. Co
... 21	Suwo Nada	Am str	1802	Jayne	Yokohama	... 17	do	Augustine Heard and Co
... 21	Nabob	Am baq	530	Cobb	Boston	Oct. 3	General	Olyphant and Co
... 22	United Service	Br str	670	Haustin	Hongkong	Mar. 16	do	Order
... 22	Tahwah	Am str	245	Andrews	Hankow	... 20	do	Russell and Co
... 22	Hirado	Br str	1630	McQueen	Hankow	... 20	do	Russell and Co
... 22	Houkkong	Chi. str		St. George	Ningpo	... 21	do	Chinese
... 22	Shanse	Am str	561	Frand	Ningpo	... 21	do	Russell and Co

DEPARTURES.
FROM THE ANCHORAGE AND WOOSUNG.

Date.	Ship's Name.	Flag & Rig.	Tons	Captain.	Destination.	Cargo.	Dispatched by.
Mar. 16	Marie Heydorn II	Ham baq	285	Trulsen	Newchwang	Opium, etc.	Wm. Pustau and Co
... 16	John Bellamy	Br sh	1274	Calvert	London	Tea, etc.	Jardine, Matheson and Co
... 16	Snap	H.M.G.B.	......	Ponoys	Cruise		
... 16	Edith Haviland	Br bg	263	Carpenter	Newchwang	Ballast	Frazar and Co
... 17	Plymouth Rock	Am str	2397	Simmons	Hankow & Ports		Russell and Co
... 17	Tahwah	Am str	245	Andrews	Hankow		Russell and Co
... 17	Shaftesbury	Br str	553	Aitkins	Chefoo, Tientsin, &c.	Opium, etc.	Smith, Kennedy and Co
... 17	Sir Harry Parkes	Br sh	802	Chapman	Newchwang	Re-exports	Shaw, Brothers and Co
... 17	Singapore	Br str	784	Wilkinson	Yokohama	Sundries & Re-exports	P. & O. Co.
... 17	Pluto	Chi str	170	Pike	Cruise		Chinese Government
... 17	Ying-tsze-fei	Br str	315	Drago	Chefoo & Tientsin	Tea, etc.	Trautmann and Co
... 18	Shanse	Am str	561	Frand	Ningpo	Opium, etc.	Russell and Co
... 18	Dilkhoosh	Br sh	815	Bisset	Manila	Ballast	Gibb, Livingston and Co
... 19	Allsa Craig	Br baq	467	Leverson	Newchwang	Sundries & Re-exports	Master
... 19	Express	Br str	290	Whitelaw	Hankow & Ports	General	David Sassoon, Sons & Co
... 20	Pelorus	H.M.CORV.	......	Haswell	Newchwang		
... 20	Albuera	Br sh	774	Lovack	Swatow	Cotton, etc.	Gilman and Co
... 20	Siam	Bre baq	353	Tiedemann	Newchwang	Sundries & Re-exports	Bourjau, Hübener and Co
... 20	Neptune	Br baq	533	Perkin	Swatow	Cotton, etc.	Wheelock & Meller
... 20	Shanse	Am str	561	Frand	Ningpo	Opium, etc.	Russell and Co
... 20	Patria	Ham baq	400	Christeansen	Chefoo & N'chwang	do	Wm. Pustau and Co
... 20	Helen W. Almy	Am baq	314	Freeman	Newchwang	do	Olyphant and Co
... 20	Anita	Br baq	348	Atkins	Nagasaki	Cotton, etc.	Augustine Heard and Co
... 20	Fire Queen	Am str	1133	Gray	Hankow & Ports	General	Russell and Co
... 20	Madura	Br baq	314	Mathew	Newchwang		Bourjau, Hubener and Co
... 21	Aden	Br str	507	Andrews	Hongkong	Tea, etc.	P. & O. Co
... 21	Fromm	Ham sch	216	Lutjen	Newchwang	Re-exports	Bourjau, Hübener and Co
... 22	Kiang-loong	Am str	945	West	Hankow & Ports	General	Russell and Co
... 22	Fei-loong	Br str	260	Pritchard	Nagasaki	Cotton, etc.	T. Kroes and Co

MERCHANT SAILING VESSELS.

No. & Sec.	Ship's Name	Commander	Flag & Rig	Tonnage	Date of Arrival	Where from	Consignees or Agents	Destination	Remarks
U W	Adeline	Ramsey	Br bg	235	Mar 6	Nagasaki	A. R. Tilby and Co	Yokohama	To-day
7 s	Akindo	Scott	Br baq	369	Mar 11	Nagasaki	John Thorne and Co	H'dadi v. N'saki	Early
1 s	Alerta	Bang	Ham bg	209	Mar 20	Taku	Wm. Pustau and Co		
6 s	Anna Kimball	Williams	Am sh	850	Mar 9	New York	Augustine Heard and Co		
1 c	Asphodel	Boyfield	Br baq	297	Mar 17	Swatow	Fobes and Co		
1 c	Borealis	Henderson	Br sh	920	Jan 18	London	Olyphant and Co	New York	Immediately
1 p	Caduceus	Irwin	Br sh	1006	Feb 28	Amoy	Dent and Co		
U W	Chinaman	Downie	Br sh	668	Mar 17	London	Holliday, Wise and Co	Yokohama	Immediately
8 s	Condor	Hansen	Ham baq	815	Mar 12	Cardiff	Siemssen and Co	New York	Immediately
3 s	Duck	Lorenzo	Br sch	145	July 21	Fuchau	Gibb, Livingston and Co	Nagasaki	Early
1 c	Eliza	Altuna	Spa baq	405	Feb 24	Manila	Phillips, Moore and Co	Amoy & Manila	
2 p	Eunice Nicholas	Barry	Br sh	1069	Mar 12	Fuchau	Smith, Kennedy and Co		
8 s	Evelyn Wood	Wylie	Br baq	384	Mar 7	Vancouver	Frazar and Co		
1 c	Fiery Cross	Kirkup	Br sh	689	Mar 18	Fuchau	Jardine, Matheson and Co		
6 p	Fort Regent	Hubert	Br sh	655	Mar 19	Swansea	Jardine, Matheson and Co		
1 s	Hilgenmar	Wilckens	Am bg	263	Mar 5	Nagasaki	Fobes and Co	Nagasaki	Early
2 c	Isles of the South	Davidson	Br sh	821	Mar 14	Fuchau	Shaw, Brothers and Co	Fuchau	To-day
7 s	Jeanie	Dunham	Br baq	501	Mar 11	Hongkong	Augustine Heard and Co		Discharging
H W	Maitland	Coulson	Br sh	798	Mar 9	London	Jardine, Matheson and Co	Amoy	Cld. 22nd inst
6 s	Nabob	Cobb	Am baq	530	Mar 21	Boston	Olyphant and Co		
2 c	News Boy	Boswell	Br sch	309	Mar 11	Nagasaki	Master		
1 c	Seaton	Lapworth	Br baq	401	Jan 22	Swatow	A. R. Tilby and Co		
1 c	Simoda	Crowell	Am sh	650	Mar 20	Fuchau	Olyphant and Co		
1 s	The Colleen Bawn	Allen	Br baq	386	Mar 20	Sydney	Frazar and Co		
2 p	Thomas Bell	Guizilier	Br sh	838	Mar 16	Fuchau	Jardine, Matheson and Co		
2 c	Trebolgan	Lewis	Br sh	1171	Mar 25	Fuchau	Frazar and Co	Swatow	Early
7 s	Vampyre	Noelke	Prus sch	240	Mar 8	Nagasaki	John M. Nixon, Jr	Yokohama	Early
2 s	Ville de Grenade	Carrigue	Fre baq	269	Mar 9	Taiwanfoo	Chartron & Meunier		
8 c	West Wind	Blandford	Br baq	377	Jan 11	Cardiff v. Lisbon	Frazar and Co		
2 s	Whilom	Ulreck	Bre baq	266	Mar 19	Taiwanfoo	Master		
H W	White Adder	Moore	Br sh	915	Mar 17	London	W. R. Adamson and Co		
1 s	Yokohama	Paul	Am baq	431	Mar 14	New York	Olyphant and Co		
	32 VESSELS								

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